

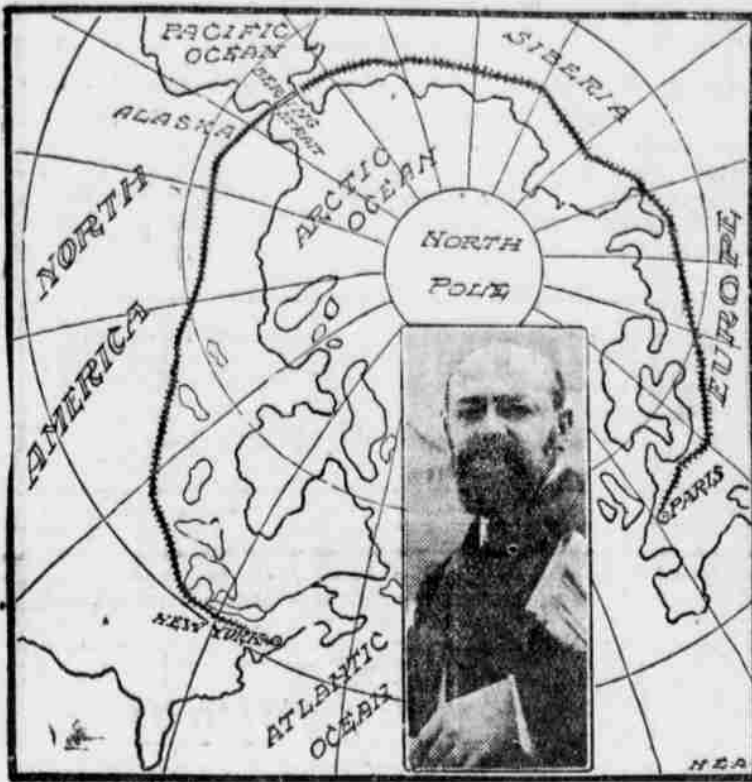
## 20% Discount For 10 Days

Through mistake, we had a large order of crockery duplicated. Consequently, we have a larger stock of crockery than is usually carried in an exclusive china store, and to unload part of it immediately, we are offering it at 20 per cent off for cash for the next ten days. If you are in need of hotel dishes, water sets, dinner sets, or odd pieces, it will pay you to investigate our stock. SEE OUR WINDOW DISPLAY.

**J. D. EMMONS**

Successor to Furler Furniture Co. Corner Coal Ave. and Second St.  
Bath Phones.

## ALL RAIL TICKETS, NEW YORK TO PARIS, IN FOUR YEARS



M. LOICQ DE LOBEL.

By A. T. Moore.

New York, July 8.—"It is possible that it will be within four years, but it will certainly not be very much longer than that, when you will be able to step aboard your Pullman here in New York and go straight through to Paris without getting off the train."

Those were the last words said by M. Loicq de Lobel as he leaned over the rail of the French liner "La Savoie" last before the vessel pulled out of this harbor bound for Havre.

With him M. de Lobel took the signatures of a notable group of American engineers attesting their faith in his gigantic enterprise and marking what he considers a final step toward the realization of his dream of seven long years—an all-rail route from New York to Paris by way of Alaska and Siberia.

At the point where his rails would reach the water in Alaska at Cape Prince of Wales, and Siberia at East Cape, the Bering Strait is only thirty-six miles wide. The chances of successful ferriage across the water was long under discussion, while even a gigantic bridge was suggested to join the two continents. These plans, however, did not seem to meet the favor of many of the engineers he had consulted, and then M. de Lobel conceived the idea of a tunnel under the straits, and this has been deemed, after investigation, entirely practicable.

"As a member of the Paris Geographical society in 1888," said M. de Lobel to the Newspaper Enterprise Association correspondent, "and the feasibility of the Trans-Alaska-Siberian railway, as we have called the enterprise, struck me then. I studied the geology and climate of the country, made soundings of the strait and, and since then I have devoted my entire time to the promotion of this enterprise, which I firmly believe will be of enormous benefit in the development of Alaska and Siberia, two vast practically unexploited countries, as well as to America and the world at large."

"Naturally the most difficult part of the project will be the construction of the tunnel, but the best sense of our engineers is that this work can be accomplished within four years. The water over the route of the tunnel is from 165 to 180 feet in depth, with intrusive granite as the underlying rock."

"Between the Siberian and Alaskan coasts lie the Diomed Islands. There are two of them, and the larger will permit us to divide the tunnel into two sections of nearly equal length. Here also we can erect works necessary during construction, as well as a motive power plant for moving trains either by electricity or compressed air, and also for ventilation of the tunnel."

"Including the approaches, the tunnel will be about 35 miles in length, and this with the 2,800 miles of railroad which we propose constructing in Siberia and the 1,200 we intend building in Alaska, will go to make up our Trans-Alaska-Siberian railroad. We will connect in Siberia with the Trans-Siberian road at Irkutsk, while

our Alaskan road will pass through Council City, Nulato and Fairbanks, connecting at a point about a hundred miles south of Dawson City with the Grand Trunk Pacific, which is planning an extension to that point.

"The Russian government has approved our plans and has granted a concession of a strip of land 16 miles in width along the entire length of our road in Siberia, almost 40,000,000 acres."

"It will take, we calculate, about \$250,000,000 to complete the road, and when I come back to this country next November I expect that our company will have been entirely organized and placed upon a firm financial footing."

"I am going to Russia very shortly to submit to the czar himself the evidence of American interest in the matter. The special committee to prepare the terms of the ukase on behalf of the Russian government has been named, and I expect now no further delay. It is our plan to form an American company to undertake the work of actual construction, and this will be done on my return in the fall. I have assurances from men high in finance in Russia, France, England and the United States that they are ready to put \$250,000,000, and if necessary \$300,000,000, into the enterprise."

"It took a large corps of engineers three years to complete the surveys for the Siberian portion of the railroad, and during all this time M. de Lobel, his wife and two daughters, lived in Alaska at the point where the tunnel entrance will be made. Though the average person would shrink from any lengthy residence there, the de Lobels one and all were fascinated with the experience and didn't seem to mind the climate."

"This is the advisory committee of the American committee that M. de Lobel has inspired with his own confidence in the success of the undertaking. Alfred Craven, deputy chief engineer of the New York Rapid Transit Commission; Edward Bond, Albany, chairman of the advisory board of canal consulting engineers of the state of New York; Elmer L. Cortright, a member of the same board, chief engineer in construction of a portion of the West Shore rail road, and connected with great Brazilian engineering enterprises; Dr. John A. L. Waddell, Kansas City, consulting engineer in bridge construction, and J. L. Harrington, chief engineer of the Montreal Locomotive & Machine Co."

Mr. Cortright said: "So long as it was proposed to make connection between Cape Prince of Wales and the Siberian coast by ferry and the more visionary bridge scheme, the matter did not appeal to me. The plan for a tunnel that originated with M. de Lobel is, however, entirely feasible."

Alfred Craven, on the other hand, believes that the ferry plan could also be made a success. Asked as to the probable fare that would be charged for an all-rail ticket from New York to Paris, M. de Lobel said that the fare would probably be just about what it is now by transatlantic steamer. It would probably take some 40 or 50 days to make the trip.



## A Solemn Duty.

A solemn duty which we owe society, our children and ourselves is that nothing which can be done to assist nature at that time when our wives are to become mothers should be left undone. Of all the countless details to be observed at such a time, no single one is of more importance than the bodily welfare of the expectant mother, she must not experience undue suffering through any lack of effort on our part.

## MOTHER'S FRIEND

should be the recourse of all real men and women at such times; it is easily obtainable, and it is a positive crime not to procure it. Its office is to relax the muscles and tissues intimately associated in this greatest of the Creator's phenomena, and by simple external applications a result is obtained which at the appointed time permits the mother to undergo her greatest joy with fortitude, and bring into the world a child worthy of its parents. \$1.00, all druggists. Our book "Motherhood" sent free.

BRADFIELD REGULATOR CO., Atlanta, Ga.

## THIS GIRL HAS THE ENGLISHERS STARTLED



Miss Edith Lambelle, a 20-year-old New York girl, is capturing London by a new style of poses. She is performing at the Alhambra in a ballet in a harem scene under her stage name of "La Sylphie" and by her peculiar physical contortions she has startled the stolid Englishman.

## LUNCH OF CONGO PIGMIES



These little people from the famous Stanley forest are the hot weather attraction in London. They are about three feet tall, the youngest being eighteen years old. These Pigmies mature very rapidly. They marry when they are eight years old, reach their prime at fifteen to twenty, and are patriarchs at forty.

## "ROOM UP FRONT."

In the jammed and jouncing car I was hankering to a strap. Trying hard to keep from sitting in some usual stranger's lap. Every time we stopped, some others scrambled hurriedly aboard. While in tones that thrilled with earnestness, the blue-clad man implored: "Oh, there's plenty room up front, there, if you'll move along and hunt—Step a little lively, people, for there's 'Room Up Front.'"

If we'd heed that little lesson, as we struggle day by day, Toiling on, and moping onward in a dull, half-hearted way, If we'd make a resolution that we'd do our work so well That unless the others hustled, we'd be certain to excel, We would feel a lot less crowded, as we do our daily stunt—If we'd "step a little lively" there'd be 'Room Up Front.'

For Over Sixty Years.

## One Dollar Saved Represents Ten Dollars Earned.

The average man does not save to exceed ten per cent of his earnings. He must spend nine dollars in living expenses for every dollar saved. This being the case, he cannot be too careful about unnecessary expenses. Very often a few cents properly invested, like buying seeds for his garden, will save several dollars coming later on. It is the same in buying Chamberlain's Colic, Cholera and Diarrhoea Remedy. It costs but a few cents, and a bottle of it in the house often saves a doctor's bill of several dollars. For sale by all dealers.

A. J. Loomis, deputy internal revenue collector, has come to Phoenix, Arizona, where he will check into office the new deputy collector at that point, F. J. Gibbons, of Prescott. It is said that Mr. Gibbons' office will be transferred to Prescott from Phoenix.

## KILL THE COUGH AND CURE THE LUNGS

WITH Dr. King's New Discovery FOR CONSUMPTION Price 50c & \$1.00 Free Trial. Coughs and Colds. Throat and Lung Troubles, or MONEY BACK.

## THE MARKETS

STOCK -- MONEY -- METAL -- WOOL

Closing quotations Received by Levy Bros. Correspondents for Logan & Bryan, Barnett Building.

American Copper	83 1/2
American Sugar	140
Alchison, com.	85 1/2
Baltimore & Ohio	102 1/2
Brooklyn Rapid Transit	71 1/2
Colorado Fuel & Iron	46 1/2
Colorado Southern, com.	83 1/2
Colorado Southern, first	58 1/2
Colorado Southern, second	38 1/2
Chicago, Great Western, com.	20 1/2
C. & O.	53 1/2
Erie, com.	47 1/2
Erie, first	83 1/2
L. & N.	149 1/2
Missouri Pacific	100 1/2
Metropolitan	128 1/2
Mexican Central	21 1/2
New York Central	148 1/2
Norfolk	85 1/2
Reading, com.	107 1/2
Pennsylvania	141
Rock Island, com.	31 1/2
Rock Island, pfd.	75 1/2
Republic Iron & Steel, com.	20 1/2
Southern Pacific	65 1/2
St. Paul	180
Southern Railway	34
T. C. & I.	92
Texas Pacific	34
Union Pacific, com.	130 1/2
U. S. S. com.	34 1/2
U. S. S. pfd.	102
U. S. Leather, com.	14
O. & W.	53 1/2

## OUR TO BE NEXT SECRETARY OF STATE



ELIHU ROOT.

Who has accepted the portfolio of Secretary of State, at the request of President Roosevelt.

The following are some of the events in the life of the new secretary of state:

1845—Born at Clinton, N. Y.

1864—Graduated from Hamilton college.

1865—Taught at Rome academy.

1867—Graduated from the University law school college.

1883—United States attorney for the southern district of New York.

1894—Delegate at large to the state constitutional convention and chairman of the judiciary commission.

1899—Appointed secretary of war by President McKinley.

1901—Reappointed secretary of war by President Roosevelt. Reorganized the army and placed it upon a superior footing, under the regulations of the Dick bill.

1903—Resigned as secretary of war and engaged in lucrative law practice in New York city. His fees were said to aggregate more than \$250,000 annually.

1904—Served as a member of the Alaskan boundary commission. Was one of the recognized leaders of the Republican national campaign, his speech at the convention which nominated Roosevelt being taken as the keynote of the most positive campaign in the history of the party.

1905—Was appointed by President Roosevelt as secretary of state, to succeed John Hay.

Chamberlain's Colic, Cholera and Diarrhoea Remedy—The Best in Existence.

T. M. Wood, manager of the White County News, Bozoe, Ark., is a representative southern business man, who does not hesitate in expressing his good opinion of a well known remedy. He says: "It given me pleasure to recommend Chamberlain's Colic, Cholera and Diarrhoea Remedy, having used it myself and in my family with the best results. In fact I believe it to be the best remedy of the kind in existence. Sold by all dealers."

The Home Mission society of the Highland Methodist church, will serve ice cream, cake and lemonade at the residence of Dr. E. N. Wilson, 400 South Arno street, Thursday, July 13, from 3 to 11 p. m. The ladies are arranging to make the occasion an enjoyable one. The lawn will be tastefully decorated, beautifully lighted, while the work of serving refreshments will be interspersed with music, both instrumental and vocal. The public at large is invited to attend.

Ten Thoughts.

Dawn is the day smiling at night.

Humility is often a cloak for hatred.

All shores are fair when the tide is full.

It is better to believe than to suspect.

The weak chain wastes the strong anchor.

Many brave men have been shot in the back.

Few people are strong enough to enjoy themselves.

Wherever there is a victory there must be a defeat.

The song that reaches the heart seldom stays there.

The center of dramatic emotion is usually in the gallery.—New York World.

Rev. Thomas Harwood, superintendent of Spanish missions of the Methodist Episcopal church in New Mexico and Arizona, was a passenger for Santa Fe this morning.

The Albuquerque Stars and the first nine of the Cracker Jacks will cross bats on the baseball grounds tomorrow afternoon.

## ALBUQUERQUE HARDWARE CO.

PLUMBERS

TINNERS

4th Street and Railroad Avenue

## TOOLS

STARRETT'S MACHINIST TOOLS  
ATKINS SAWS  
STANLEY PLANES  
JENNINGS & IRWIN BITS  
MAY DOLE HAMMERS

## Sporting Goods

SAVAGE RIFLES  
WINCHESTER RIFLES  
WINCHESTER SHOT GUNS  
COLT'S REVOLVERS  
SMITH & WESSON REVOLVERS  
AMMUNITION, ALL KINDS

## HARNESS AND SADDLES

MEN'S SADDLES  
LADIES' SADDLES  
BOYS' SADDLES  
TEAM HARNESS  
BUGGY HARNESS  
BRIDLES, WHIPS  
STRAP WORK, ETC., ETC.

## ALBUQUERQUE HARDWARE CO.

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Vice President, W. S. STRICKLER, Vice President and Cashier Bank of Commerce.  
General Counsel, W. B. CHILDS, Late U. S. Attorney.  
Secretary and Treasurer, W. H. GREER, President Albuquerque Traction Co.

## THE CORPORATION ORGANIZATION AND MANAGEMENT COMPANY

Assumes entire charge of forming companies of all kinds, to do business in New Mexico and elsewhere, from preparation of charter to completion of organization of company.

Furnishes home office and acts as agent upon whom process may be served. Acts as transfer agent in New Mexico. Sees to holding annual meeting and making and filing annual and other reports. Keeps stock books and organization in conformity with law. Furnishes places of meeting of stockholders and directors. Furnishes New Mexico directors. Acts as registrar of stock transfers, and as trustees in mortgages and deeds of transfer.

Laws liberal; costs of organization low.

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About the House.

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## Chickering

The buyer of a CHICKERING PIANO can never have any regrets over his purchase, for he will never find a Piano of another make that will compare in tone with the one he has.

To be sure they cost a little more than other good Pianos, but that's the inevitable result when you get the best.

## Pianos

WE ARE SOLE AGENTS FOR THE CHICKERING  
WHITSON MUSIC CO.  
(Easy Payments)

Subscribe for The Citizen.

## Malaria

Is a veritable dragon of ill-health. It leaves its path more physical wrecks than probably any other one disease peculiar to America.

**WHY?** Simply because upon the first indication of the malarial fever it is usually scourged with quinine, or that deadly malarial-colonizing remedy, Dr. J. C. Doan's Kidney Pills. It isn't at all necessary either.

**HERBINE**

to prevent and permanently clear any form of malarial. It is purely herbal. It has all the virtues of quinine and is non-toxic. It cures malarial fever, kidney and bladder troubles. 50c per bottle. All Druggists.